

The China Mail.

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HONGKONG, TUESDAY, MARCH 10, 1885.

日四月正年酉乙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

London: F. ALGAR, 11 & 12, Clement's Lane; Lombard Street, E. C. GEORGE STREET & CO., 30, Cornhill; GORDON & GORDON, 2, Castle Street; E. C. BATES & CO., 37, Walbrook; E. C. HINDY & CO., 37, Walbrook; E. C. SAMUEL DEACON & CO., 160 & 154, Leadenhall Street.

PARIS AND EUROPE: ANDREW PRINCE & CO., 30, Rue Lafayette, Paris.

NEW YORK: ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND: GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally: BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.: SAYLE & CO., Square, Singapore. C. HEINZEN & CO., Manila.

CHINA: MACAO, Messrs A. A. DE MELLO & CO., Sino-Portuguese & Co. AMoy, WILSON, NICHOLS & CO., Foochow; HEDGES & CO., Shanghai; LANE, CRAWFORD & CO., and KELLY & WALKER, Yokohama; LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-IN CAPITAL, \$7,500,000
RESERVE FUND, \$4,400,000
RESERVE FOR EQUALIZATION OF DIVIDENDS, \$4,400,000
RESERVE LIABILITY OF PROPRIETORS, \$7,500,000

COURT OF DIRECTORS.
Chairman: Hon. F. D. SASSOON.
Deputy Chairman: A. MELLAL, Esq.
G. D. BOTTOMLEY, M. CHOTIN, Esq.
H. L. DALMIPPLE, Hon. W. KENWICK, Esq.
H. B. FORBES, Esq. A. P. MCLEWEN, Esq.
W. H. FORBES, Esq. E. E. SASSOON, Esq.

CHIEF MANAGER: Hon. THOMAS JACKSON, Esq.
MANAGER: Shanghai, E. W. CAMERON, Esq.
LONDON BANKERS: London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account: at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Draws granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, February 28, 1885. 347

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.

3.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$1,500 in any one year.

4.—Deposits may be on behalf of relations, of trusts, &c., in addition to the depositor's own account.

5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.

6.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 6 per cent. per annum interest.

7.—Deposits may be forwarded from the Post Office by a set of clean Hongkong Postage Stamps of any values.

8.—Interest at the rate of 2% per cent. per annum will be allowed to depositions on their daily balances.

9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

10.—Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence as to the business of the Bank will, if marked *On Hongkong Savings' Bank Business*, be forwarded free of Postage, or Registration Fees by the various British Post Offices in Hongkong and China.

11.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

12.—All documents connected with the business of the Savings' Bank are exempt from stamp duty.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, April 25, 1884. 715

WILLIAM DOLAN,
SAIL-MAKER & SHIP-CHANDLER,
22, PRAYA CENTRAL.

COTTON DUCKS, HEMP CANVAS,
MANILA ROPE, AMERICAN
OAKUM, LINE BOATS,
COOK JACKETS,
&c., &c.

TUNG HING,
Tutor, Central District.
Hongkong, February 18, 1885. 280

Bank.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated in London on 18th July, 1884, under the Companies Acts 1862, to 1883.)

London BANKERS:
UNION BANK OF LONDON, LTD.
BANK OF SCOTLAND, LONDON.

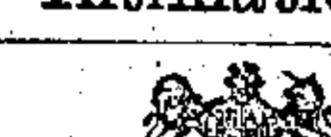
RATES OF INTEREST ALLOWED ON DEPOSITS.
At 3 months' notice 3 1/2 per Annum.
" 6 " " 4 1/2 " "
" 12 " " 5 1/2 " "

Current Accounts kept on Terms which may be learnt on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED.
H. A. HERBERT,
Manager.

Hongkong, September 15, 1884. 1556

Intimations.



POLICE NOTIFICATION

A Revival of the Issue of Night Passes is being about to be made. Notice is given that REQUISITIONS for PASSES for Use of their Servants during the SECOND QUARTER of 1885, must be sent to the POLICE OFFICE before the 15th March, 1885.

Requisitions received after that date will be liable to delay before they are considered.

The Hours for the Issue of Night Passes at the POLICE OFFICE are between 1 p.m. and 4 p.m. on all Days, except on SATURDAYS and SUNDAYS. Passes sent for Exchange at other Hours are liable to delay.

W. M. DEANE,
Capt. Supt. of Police.

Hongkong, February 24, 1885. 315

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account: at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Draws granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
General Agent.

Hongkong, March 18, 1885. 359

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account: at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Draws granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
General Agent.

Hongkong, February 28, 1885. 347

NOTICE.

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account: at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—

For 3 months, 3 per cent. per annum.

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" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Draws granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
General Agent.

Hongkong, March 2, 1885. 361

NOTICE.

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account: at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—

For 3 months, 3 per cent. per annum.

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" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Draws granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
General Agent.

Hongkong, March 2, 1885. 363

NOTICE.

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account: at the rate of 2 per cent. per annum on the daily balance.

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Draws granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
General Agent.

Hongkong, April 25, 1884. 715

NOTICE.

HONGKONG & SHANGHAI BANKING CORPORATION.

For Sale.

BEDSTEADS!

For Sale.

BEDSTEADS!!

BEDSTEADS!!!

LANE, CRAWFORD & CO.

ARE NOW SHOWING

THE Largest Assortment of BEDSTEADS ever seen in the Far East. Over ONE HUNDRED Brass and IRON BEDSTEADS to select from, ranging in price from \$10 to \$100 each.

An Inspection is Invited.

LANE, CRAWFORD & CO.

Hongkong, February 19, 1885.

Intimations.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the Half Year ending 31st December, 1884, per Share of \$250, is PAYABLE on and after MONDAY, the 2nd March, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,

T. JACKSON,
Chief Manager.

Hongkong, February 28, 1885. 345

To Let.

NEW BUNGALOW—FURNISHED, at Mount Kellett Spur, Five Rooms, Large Basement, Out House, Tennis Court.

Possession from April.
Apply to

JOHN D. HUTCHISON,
24, Stanley Street.

Hongkong, February 14, 1885. 259

To Let.

THE DWELLING HOUSE, No. 3a, CAINE ROAD. Possession from 1st January, 1885.

<p

For Sale.

FOR SALE.

FAIRBANKS' SCALES.
D'EOVE'S NONFIREL KEROSINE
OIL.

PAINTS and OILS, TALLOW and TAR,
PITCH and ROSIN.

AN INVOICE OF
PARLOUR AND COOKING
STOVES.

EX: LATE ARRIVALS.
CHATEAU MARGAUX.
CHATEAU LA TOUR, pints & quarts.
LES GRAVES, " "
BREAKFAST CLARET, "

SACCOONE'S MANZANILLA & AMON-
TILLADO.
SACCOONE'S OLD INVALID PORT
(1848).
HUNT'S PORT.

1 and 3-star HENNESSY'S BRANDY.
COURVOISIER'S BRANDY.
FINE OLD BOURBON WHISKY.
KINAHAN'S LL WHISKY.
ROYAL GLENMEEDE WHISKY.
BOARD'S OLD TOM.
E. & J. DURKEE'S IRISH WHISKY.
ROSE'S LIME JUICE CORDIAL.
NOEL PRAT & CO.'S VERMOUTH.
JAMISON'S WHISKY.
MARASLA.
EASTERN CIDER.
CHARTREUSE.
MARASCHINO.
CURACAO.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pints and quarts.
GUINNESS'S STOUT, bottled by E. &
J. BURKE, pints and quarts.
DRAUGHT ALE and PORTER, by the
Gallon.

ALE and PORTER, in hogsheads.

MILNER'S PATENT FIRE-PROOF
SAFES, CASH and PAPER
BOXES, at Manufacturer's Prices.

Side Agents for
MESSRS. TURNBULL, JNR., AND
SOMERVILLE'S

MALTESE CIGARETTES.
MACEWEN, FRICKEL & CO.
Hongkong, January 8, 1885.

NOW READY.

PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW
By E. H. PARKER.
Can be obtained from KELLY & WALSHE
at Shanghai and Hongkong, at LANE,
CRAWFORD & CO., Hongkong, and at the
China Mail Office.

Notices to Consignees.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Steamship *Mosser*, Capt. TIRZKE,
having arrived from the above
Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading to
the Undersigned for countersignature, and
to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the
Steamer will be at once landed and stored
at Consignee's risk and expense, and no
Fire Insurance will be effected.

Optional Cargo will be forwarded on to
JAPAN, unless notice to the contrary be
given before Noon To-morrow, the 5th
Instant.

All Claims against the Steamer must be
presented to the Undersigned on or before
the 13th Instant, or they will not be
recognised.

RUSSELL & CO.,
Agents.

Hongkong, March 4, 1885.

370

FROM LONDON, PENANG AND
SINGAPORE.

THE Steamship *Oliver*, having arrived
from the above Ports, Consignees of
Cargo by her are hereby informed that
their Goods—with the exception of Opium
—are being landed at their risk into the
Godowns of the Undersigned, whence
and/or from the Wharves or Boats delivery
may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before
1 p.m. To-day, the 4th Instant.

Cargo remaining undelivered after
the 12th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
the Undersigned.

RUSSELL & CO.,
Agents.

Hongkong, March 4, 1885.

374

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE S.S. *Arratoon Apear* having arrived
from the above Ports, Consignees of
Cargo are hereby requested to send
in their Bills of Lading to the Undersigned
for countersignature, and to take immediate
delivery of their Goods from alongside.

Cargo impeding discharge will be at once
landed and stored at Consignee's risk and
expense.

Consignees are hereby informed that all
Claims must be made immediately, as
none will be entertained after the 13th
Instant.

DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, March 4, 1885.

394

Entertainment.

NOTICE.
THE HONGKONG CHORAL
SOCIETY
purpose giving
A CONCERT,
ON
SATURDAY EVENING,
the 21st Instant.

PART I.
THE ROSE MAIDEN,
(CANTATA BY OWEN).

PART II.
MISCELLANEOUS.

Further Particulars will be announced.
Hongkong, March 9, 1885.

407

HONGKONG MUSICAL CLUB.

A CONCERT
will be given in the Theatre at the
CITY HALL,
by the

MEMBERS of the above CLUB
ON
SATURDAY,
the 28th March, 1885.

Full Particulars will be duly announced.
Hongkong, March 9, 1885.

408

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's S.S. *Taisang* having arrived
from the above Ports, Consignees of
Cargo are hereby requested to send in
their Bills of Lading to the Undersigned
for countersignature, and to take immediate
delivery of their Goods.

Cargo impeding the discharge or remaining
on board after the 10th Instant will be
at once landed and stored at Consignee's
risk and expense.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, March 6, 1885.

395

Notices to Consignees.

STEAMSHIP MELBOURNE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo per Steamship
Mutupi, from London, in connection
with the above Steamer, are hereby informed
that their Goods—with the exception of
Opium, Treasure and Valuables—are being
handed and stored at their risk at the
Godowns of the Undersigned, whence
delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless
intimation is received from the Consignees
before 2 p.m. To-day, the 10th Instant, re-
questing it to be landed here.

Bills of Lading will be countersigned by
the Undersigned.

Goods remaining unclaimed after Tues-
day, the 17th Instant, at Noon, will be
subject to rent, and landing charges at 1
cent per package per diem.

All Claims must be sent in to me on or
before the 20th Instant, or they will not be
recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, March 10, 1885.

416

Notices to Consignees.

FROM LONDON AND SINGAPORE.

THE Steamship *Mosser*, Capt. TIRZKE,
having arrived from the above
Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading to
the Undersigned for countersignature, and
to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the
Steamer will be at once landed and stored
at Consignee's risk and expense, and no
Fire Insurance will be effected.

Optional Cargo will be forwarded on to
JAPAN, unless notice to the contrary be
given before Noon To-morrow, the 5th
Instant.

All Claims against the Steamer must be
presented to the Undersigned on or before
the 13th Instant, or they will not be
recognised.

RUSSELL & CO.,
Agents.

Hongkong, March 4, 1885.

370

Notices to Consignees.

FROM LONDON, PENANG AND
SINGAPORE.

THE Steamship *Oliver*, having arrived
from the above Ports, Consignees of
Cargo by her are hereby informed that
their Goods—with the exception of Opium
—are being landed at their risk into the
Godowns of the Undersigned, whence
and/or from the Wharves or Boats delivery
may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before
1 p.m. To-day, the 4th Instant.

Cargo remaining undelivered after
the 12th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
the Undersigned.

RUSSELL & CO.,
Agents.

Hongkong, March 4, 1885.

374

Notices to Consignees.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE S.S. *Arratoon Apear* having arrived
from the above Ports, Consignees of
Cargo are hereby requested to send
in their Bills of Lading to the Undersigned
for countersignature, and to take immediate
delivery of their Goods from alongside.

Cargo impeding discharge will be at once
landed and stored at Consignee's risk and
expense.

Consignees are hereby informed that all
Claims must be made immediately, as
none will be entertained after the 13th
Instant.

DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, March 4, 1885.

394

Notices to Consignees.

FROM LONDON AND SINGAPORE.

THE Steamship *Oliver*, having arrived
from the above Ports, Consignees of
Cargo by her are hereby informed that
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and/or from the Wharves or Boats delivery
may be obtained.

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notice to the contrary be given before
1 p.m. To-day, the 4th Instant.

Cargo remaining undelivered after
the 12th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
the Undersigned.

RUSSELL & CO.,
Agents.

Hongkong, March 4, 1885.

374

Notices to Consignees.

FROM LONDON, PENANG AND
SINGAPORE.

THE Steamship *Oliver*, having arrived
from the above Ports, Consignees of
Cargo are hereby requested to send
in their Bills of Lading to the Undersigned
for countersignature, and to take immediate
delivery of their Goods from alongside.

Cargo impeding discharge will be at once
landed and stored at Consignee's risk and
expense.

Consignees are hereby informed that all
Claims must be made immediately, as
none will be entertained after the 13th
Instant.

DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, March 4, 1885.

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Cargo remaining undelivered after
the 12th Instant will be subject to rent.

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the Undersigned.

RUSSELL & CO.,
Agents.

Hongkong, March 4, 1885.

394

Notices to Consignees.

FROM LONDON AND SINGAPORE.

THE Steamship *Oliver*, having arrived
from the above Ports, Consignees of
Cargo by her are hereby informed that
their Goods—with the exception of Opium
—are being landed at their risk into the
Godowns of the Undersigned, whence
and/or from the Wharves or

of March, and thus supply a want long felt by a certain section of the community, which is sure to be highly appreciated. The Bank is very simple and extremely liberal, and as the savings' bank which was established on the 1st of May last year in Hongkong, under the auspices of the Corporation, is said to be a great success, the *Mail* sees no reason why such an institution should not flourish in Yokohama. Under any circumstances, it is bound to be a benefit to the community.

CALCUTTA. Feb. 11.—In a resolution of the Government of Bengal on the subject of an inquiry into the allegations of torture and cruelty in jails has been published, along with the report of the official visitors of the Presidency jail, a memorandum by the Inspector-General, and other papers. The report of the visitors shows that the statement of the royal and other injuries to prisoners was false, and greatly exaggerated. Mr. Baden, the Superintendent of the Presidency jail, however, has been censured for introducing a new style of backhanding without sanction, for refusing to listen to complaints from prisoners, and for minor irregularities; and the resolution says that a repetition of the faults condemned will carry with it the forfeiture of his appointment. The Lieutenant-Governor expressed surprise that the statements which have been proved to be absolute falsehoods, gross exaggerations or wilful distortions of facts, should have been published by a newspaper like the *Statesman* apparently without any effort to test their truth.—*Ceylon Times*.

At a meeting of the London Chamber of Commerce, held on the 28th January, the Chairman (Mr. Maguire, M. P.) is reported to have said:—

With respect to the question of contraband of war, he believed had been on the verge of another *Albion* claim in the case of China, owing to the facilities which the French had given to the British and the coal vessels at Hongkong. The Government had at last sent out a proclamation with the result that a French squadron, which had run into Hongkong had to clear out and go to Saigon. Having alluded to the subject of bills of lading, and stated that it would have to be dealt with, he observed that Tong-King had been opened to our trade for 150 years, but the French who were so often accusing England of selfishness, had now made or were making such arrangements as would give differential rates in favour of French and against English goods. He protested against such a proceeding when India, and every foreign possession of this country, was open to other nations on precisely the same terms as ourselves.

The *London and China Express* of 30th January contains the following list of the French fleet in Chinese waters. The list given cannot be taken as actually correct at the present time, as five or six of the vessels named have not arrived, up to the present, in the Far East, while several ships which have been attached to Admiral Corbier's squadron for some months past are not mentioned. Amongst these we may mention the corvette *Orage*, the gunboat *Jaguar* and the transport *Nîre*.

It is now, says the *L. & C. Express*, some time since we gave a list of the French fleet operating in Chinese waters, to which many additions have been made, as we have noted from time to time. Looking a little ahead, and adding those vessels ordered to the station, the following should be a correct list of French men-of-war, say, at the end of March next:—

Ironclads: Bayard (Vice-Admiral Courbet); La Galissonnière (Rear-Admiral Lespès); Turenne, (Rear-Admiral Riouvier) Triomphant, and Atlantic.

Cruisers: Duguay-Trouin, D'Esting, La Péruse, Magenta, Nielly, Primauguet, Roland, Villars, Chouain, Château Renault, Eclaireur, Rigault-de-Gouy, Dac (replacing the Hamelin), Du Chaffaut, Hugon, Rerguier, Volta, Chassour, and Chateau Queen.

Transports: Amédée and Sâone.

Gunboats: Aigle, Bélier, Lynx, Sagittaire, Vipère, Comète, and Léopard.

Torpedo boats: Nos. 45 and 46.

This gives a total of thirty-four vessels mounting 280 guns, ranging from 24 to 160 centimetres. The fleet is manned by about 7,000 persons.

PONDICHERRY. Feb. 9.—The Governor of Madras and party landed at 7.30 this morning, and were met on the pier by the Governor and the Mayor of Pondicherry, and drove to Government House, where the chief officials were presented to His Excellency. Governor Richard said that England and France having learned to appreciate each other on the field of battle, were now united for the great cause of progress. The country of Duplex is now open to welcome the Governor of Madras.

Mr. Grant Duff replied that he was most sensible of the honor of the grand reception that had been given to him. "One of the greatest privations of Oriental life is that one cannot from time to time take rest in the splendour of Paris, and since setting foot on the broad soil of Pondicherry, and hearing the beautiful language with which Mr. Richard saluted me, the illusion is complete, and I now feel that I am in the West again."

Calcutta. Feb. 4.—Mr. Bryce, an actor at the Theatre Royal, has been put in the police court by Mr. James Sevestre, assistant editor of the *Statesman*, on a charge of criminal intimidation and insult in connection with a dramatic critique which appeared in that paper on Sunday last. The accused has before him exhibited himself in public as an accomplished pestil. The case will be heard on Monday, and is exciting considerable interest.

Calcutta. Feb. 9.—Mr. Charles Palmer, late Auditor of the district Charitable Society, was arrested on Saturday on a warrant charging him with abstention of fraud in respect of Rs. 3,800 funds of the Society. He was brought before the Presidency Magistrate to-day and remanded to Saturday, bail being refused. The native cashier has not yet been found.—*Ceylon Times*.

France and Siam.

The *Sakya* of the 5th inst., referring to the recent interview between the Governor of Cochinchina and the King of Siam, says: It has not been possible for us, in the midst of the events which have succeeded each other during the last month, to consider so fully as we would have wished, the political consequences of the interview which took place in the Bay of Siam, on the 30th Jan., last, between the King of Siam and the Governor of Cochinchina.

With our reader's permission we will again refer to this important event which

has had the merit, at a most opportune moment, of completely clearing up a state of affairs which our enemies, together with some of our fellow-countrymen, accounted for as disastrous as a defeat.

The forts of Dong-sen, which in all numbered thirty-six, were all taken on the 6th, and a half of four days was found to be necessary to enable a convoy of provisions, including slow-travelling cattle, to arrive. The time was variously occupied in making a plan of the country from the peak on one side of a limited plain which commands a wide view on the Western side of the range of hills. The "Chasseurs d'Afrique" also rode across to Kep and returned by way of Chu on the following day. Part of the time was also occupied in exploding the ammunition taken from the enemy, of which there was a great store of all sorts, Rington, Seton, Martini, Henry, Windham, and other cartridges. Here, once, exchanged more than previously that the Chinese had a supply of water en route, and had ample pasture by minerals, was a scene originated by the Chinese. A little above Chu the Lochnam river turns towards its source S. E. In the direction of Anhau is a stream along which the road for 12 miles above Dongson almost to Langson, it is said to be a branch of the river. I drank of the Lochnam (at the other rivers touched on the voyage, only when boiled, simply because the waters were turbid), and the waters of the streams by which our course has lain I found refreshing to bathe in, and sweet to drink. Other discoveries were made at Dongson. One of the large forts was found a skeleton, evidently that of one who had been tortured, and this was a sample of other discoveries of a similar kind. Many skeletons lay around, and some of the soldiers, with grim jocularity, stuck them up and there on bamboo, or over the doors of the *kyengs* (native barracks). I mention this in case such an incident should be distorted into a talk as to what was done in regard to the Chinese.

On the 7th instant, there were said to be from 12,000 to 15,000 French troops in Tonquin. The troops engaged in the campaign have been fewer than was previously supposed, and the resistance encountered, though strenuous, was less formidable than many had expected. A few days before joining the column I had been told by an officer in charge of an important garrison that there was a French army at Chu of 20,000 men, but the more prevalent opinion among military circles was that 10,000 was nearer the mark, and so it turned out. In October last there were said to be from

15,000 to 18,000 French troops in Tonquin. Since then a certain proportion of sick and time-expired men have been sent home, but reinforcements to the extent of 3,000 men have arrived to fill up the vacancies. Immediately before the campaign was opened it was well known that the garrisons in every quarter of Tonquin had been almost depleted to furnish troops for the expedition, and the following figures will show to what extent these were reduced. At Nandinh, where there is a native population of 60,000 or 70,000, only 15 French soldiers were left to guard the place; in Ninhbinh and Haiduong, none; in Hungchou, 15; in Thai Nguen, 15; at the Seven Pagoda, 50 artillerymen and 2 soldiers of the Legion, who formed the advanced guard. The Foreign Legion had very hard work several times during the recent campaign, and on each occasion they earned a good name. Perhaps the most obstinate resistance met with in taking the forts in the leading up to Dongson, was from one captured by two companies of the Foreign Legion, who

had been detached from the main force.

At 1.15 p.m. a canon shot is heard. At once we break from the column, and gallop across the broken ground of the hills higher up the valley, a body of Chinese troops, detached from the army, and no doubt the same body, or a portion of it, which afterwards gave trouble by attacking the two companies of the Foreign Legion, who

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A FRENCH ACCOUNT OF THE DESTRUCTION OF THE TWO CHINESE MEN-OF-WAR.

The following account of the destruction of the Chinese vessels at Sheipo appears in the *Saigonais*:

At daybreak on the 13th February our vessels, ready for action, were not more than five miles from Sheipo roads. Suddenly the *Espresso* and *Astic*, which were in advance, sighted the smoke of two steamers along the shore; it was the *Yuen* and *Yen*, doubtless having got clear of the rocks and form the line of battle. The cry of *Vive la France* arose from all the French vessels. "Vain hope!" the Chinese took flight with a start of several miles.

The Admiral signalled his vessels to pursue them at full speed. Torments of smoke sprang from all the funnels, and the *Espresso* and *Astic* set all sail so as not to be left in the rear. The gun from the *Espresso* was expected every instant. But alas! the Chinese cruisers, fresh out of dock, had the advantage over our ships, which had been long and hard service. Three of them escaped in the fog and following snow. Only the *Yuen* and *Yen*, still clinging together, and these so tight that they were being overtaken, ran into San-moon Bay and by chance were only to the right, succeeded in getting into Sheipo, the port of entrance to which they probably thought rendered safe from all attack, but they had really only run into a trap from which there was no escape. After a long pursuit Admiral Comte had to give up the chase after the fugitives, and he then directed his attention to disengaging himself of the other two vessels. He went in person to examine the entrances to the harbour from the east, to satisfy himself that, the nautical instructions stated, the currents and rocks rendered them inaccessible to large vessels. The interior channels of the San-moon Bay, which the *Astic* had been sent to sound, are shallow and very little known. The Admiral then decided to destroy the two hostile vessels by torpedoes.

Lieutenant Ravel, the Admiral's aide-de-camp, went the same evening to reconnoitre the position. The frigates and gun-boats were found anchored near the entrances to which they commanded with their heavy artillery, and the solid and mitrailleuse fire with which M. Ravel was received showed that they were on their guard. The operation of disengaging the torpedoes, always difficult, and much more so than usual on this occasion with only the *Espresso*'s little steam-launches half worn out by the heavy service they had seen at Kelung, was not too much for the bravery of our torpedo officers. Captain Gourdon, second of the *Espresso*, and Lieutenant Dubois were told off for this brilliant and dangerous mission.

The expedition, piloted by Lieut. Ravel in a small boat, left on the night of the 14th, and at 1 a.m. on the 15th entered Sheipo harbour. Having conducted the torpedo boats up within about a thousand metres of the enemy, and indicated their position, Lieut. Ravel remained in the rear, ready to afford assistance in case of accident. The boats advanced as silently as possible, but the enemy saw them and the ports of the frigates emitted faint signals of discharge. Cannon balls and shells from the rifles and mitrailleuses whistled past, the steam launches were struck, and one man fortunately wounded.

Forces under Captain Gourdon, and *Ville de Paris*. With this the boats charged at full speed under a frightful fire. Captain Gourdon attacked the stern of the *Yuen* and Lieut. Dubois the starboard side, and two large holes were made in the vessel. Their duty was brilliantly and effectively done. The next care was to save the boats, the engines of which had been rendered useless by the explosion and the rush of water. A strong current carried them away from the enemy; but it also carried them to San-moon Bay, far from the rendezvous where Lieut. Ravel awaited them. During this time the cannonade continued.

What passed in the confusion into which this nocturnal attack threw the Chinese it is difficult to say, but a regular fight must have taken place between the two vessels, each taking the other for a Frenchman. The fact is that the *Chen-ting*, which was not attacked by torpedoes, sank before the frigate, which was kept afloat for several hours by its water-tight compartments.

Lieut. Ravel, after having searched for the two steam-launches, returned to daylight to the *Espresso* upon the success of the operation and the disappearance of the *Yuen* which had carried it into safety. This caused at once a lively and a sad sensation. The *Espresso* and *Astic* were immediately sent to search in San-moon Bay, and the Admiral himself left alone in a small boat to the *Cantonese* Dialect, but the task is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purpose of a philological guide to the student.

A supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co.

Hongkong, January 15, 1883.

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CANTONESE MADE EASY.—A Book of Simple Sentences in the CANTONSE, CANTOOL, with Free and Literal Translations; and Directions for Rendering English Grammatical Forms into Chinese and vice versa.—Price, 82. Interleaved Copies, 82.—

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This Standard Work of the Chinese Language, constructed on the basis of Kaigai's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of the Chinese, the Cantonese, it gives also the Mandarin pronunciations of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purpose of a philological guide to the student.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

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Hongkong, January 4, 1887. 100

THE REPORT OF THE TRIAL OF LOGAN AT CANTON that appeared in the *China Mail* has been printed in PAMPHLET FORM, and is now on Sale.—Price, 30 Cents.

Hongkong, October 3, 1883.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR.

Runs DAILY as a FERRY BOAT between Pedder's Wharf and Tsim-Tsui-Tau at the following hours.—This Time Table will take effect from the 1st November, 1884.

WEEK DAYS SUNDAYS

8.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M.

8.30 " 9.00 " 7.30 " 8.00 "

9.40 " 10.15 " 11.00 " NOON

10.45 " 12.30 P.M. 1.00 P.M. 1.00 P.M.

12.45 P.M. 1.00 " 1.30 " 2.00 "

1.30 " 2.00 " 2.30 " 3.00 "

2.20 " 3.00 " 3.20 " 4.00 "

3.20 " 3.50 " 4.20 " 4.30 "

4.10 " 4.30 " 4.50 " 5.10 "

4.50 " 5.10 " 5.30 " 6.50 "

5.25 " 5.40 " 6.10 " 6.30 "

6.05 " 6.30 " 7.00 "

6.00 " 7.00 "

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Arrivals at 10.30 A.M. and 1.30 P.M.

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Passenger Services.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Prepaid Return Passage Orders available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

For further information as to Freight or Passage, apply to the Agency of the Company, or to the *China Mail*.

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Company, No. 904, Queen's Road Central.

F. E. FOSTER, Agent.

Hongkong, March 3, 1884. 372

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked 1., near the Kowloon shore 2., and those in the body of the Harbour 3. Shipping or midway between each shore are marked 4., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.

2. From Gas Works to the P. and O. Co.'s Factory.

3. From P. and O. Co.'s Factory to the Harbour Master's Office.

4. From Harbour Master's Office to Pedder's Wharf.

5. From P. and O. Co.'s Office to Pedder's Wharf.